



**TOWN OF GRAFTON**  
MASSACHUSETTS  
01519  
**PLANNING DEPARTMENT**

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**Date:** March 24, 2016  
**To:** Planning Board  
**CC:** Jennifer Thomas, Super Park Chair  
Timothy McInerney, Town Administrator  
**From:** Joseph Laydon, Town Planner  
**Re:** Staff Comments on Super Park Application

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In my review of the Super Park application, I wanted to offer some thoughts for consideration.

1. Use of Permeable Pavement in Front Parking Lot: I am concerned that the permeable pavement will require more frequent cleaning due to the proximity of Upton Street and the reclaimed asphalt in the parking area. The parking lot is used year round and will be plowed since it provided additional parking for the library. Vehicles entering and exiting over the permeable pavement will cause silt and sand to clog the voids in the pavement, thus reducing the permeability.

I am also concerned about the impacts plowing activities will have on the pavement. The current plans show reclaimed asphalt on both sides of the pavement. I question whether plow operators will plow across the edge of the pavement rather than parallel to the edge. I am concerned that plows could start to chip away at the edge of pavement. Also since the reclaimed asphalt surface may heave with the freeze/thaw of winter, it may expose more of the driveway edge as weather transitions to colder weather. See attached plan mark up for more information.

2. Start Permeable Pavement at Rear of Existing Parking Lot: By starting the permeable paving after the parking lot, it enables the surface to experience reduced loads and will reduce the maintenance cost. It will also allow for the driveway to the park to be roped off during the winter while not impacting the front parking area. See attached plan mark up for more information.

3. Variable Parking Lot Surface: The current plan shows three distinct surface areas, the western side of the parking lot is reclaimed asphalt, the center is permeable pavement, and the eastern side of the parking lot is reclaimed asphalt. Since cars will also be parking in the eastern side of the lot, water can collect due to the varied surface treatment and anyone with strollers will have an uneven surface they need to traverse prior to getting on the sidewalk. With the reduced cost of the permeable pavement, I recommend the Super Park Committee pave this area. See attached plan mark up for more information.

4. Stormwater: Since the existing surface was modeled as impervious, the permeable pavement, when considered against the whole project, represents a minor component of the project. I do not think that the change from permeable to impervious in this area will alter the stormwater calculation or plan in a manner that would require redesign. I recommend the Committee request this change as a minor field change with the Conservation Commission. I also recommend that Jeff Walsh be engaged to provide his opinion.
5. Transition to Upton Street: With the Paving of the apron to Upton Street, there is an opportunity to patch a portion of existing sidewalk along Upton Street until such time as the Town upgrades sidewalks in the Town Common area. See attached plan mark up for more information.
6. Fencing: I recommend that the chain link fence be extended along the rear of the park and that aluminum be used for the visible sides of the park. The plans do show fencing going through the play area, at time of construction the fencing should enclose all equipment.
7. Ground Treatment: The plans do not identify the ground cover for the eastern side of the site, next to the sidewalk and fence. Since the fence is there to discourage people from crossing onto the rail road property, I recommend that this area be planted with a wild flower mix that would be mowed once a year. A native mix would provide an attractive treatment while discouraging people/kids from reaching and climbing over the fence. See attached plan mark up for more information.
8. Signs: Recommend that the emergency turn around and the driveway on the opposite side of the parking lot be posted with no parking and/or fire lane signs so they are not occupied. The remoteness of the site may encourage parking behaviors that could interfere with emergency responders.
9. Sidewalk: The Plans indicate that the sidewalk into the site will run out to Upton Street and across the entrance. There is a detail of the driveway with ADA sidewalk transitions. While I view the plans as connecting to the existing sidewalk on the western side of the driveway, the condition of the existing sidewalk has deteriorated. I recommend saw-cutting out the portion that has deteriorated and patching when the driveway apron is done. At this time I do not recommend upgrading the sidewalk and installing granite curbs. The reasons for this are one the ongoing Town Common pedestrian planning that is being undertaken by the Board of Selectmen should include this area in the scope of that project. Second, the catch basin in Upton Street will require more detailed engineering to ensure that the basin is not impacted. Third, should the library project go forward, sidewalks adjacent to the library and to the Super Park may be relocated to provide an off road route. I am of the opinion that the sidewalk be patched and not to be reconstructed as discussed at the last Planning Board meeting and therefore do not believe it is necessary to inquire about cost since it would be a minimal effort to pave as part of the apron paving.
10. Plan Revisions: I do not believe that it is necessary to have the plans redrawn prior to the issuance of a decision. Planning Staff is able to craft a decision based off the existing plans. Since final plans will be prepared for bidding out elements of the project, I recommend that the Applicant submit final plans prior to the construction of the driveway access.
11. Waivers: I support the requested waivers indicated in the Applicant's March 24<sup>th</sup> letter.

Thank you.

**March 2016**

**Callouts:**

- Sidewalk ends and transitions to a crumbled surface
- When paving apron, pave sidewalk to match existing
- Sidewalk ends on the reclaimed parking surface, no transition for strollers
- Wild Flower Mix
- Relocate "No Sanding Or Salting" Signs
- Start Permeable Pavement at the end of the parking lot.
- Replace permeable pavement with traditional bituminous concrete and expand to parking area to the right so cars can park on even surface.

**Engineering Details:**

- Upton Street (Route 140)
- End of stone reservoir below pavement
- Extend sidewalk across frontage
- See sidewalk/driveway crossing detail
- "NO SANDING OR SALTING PERMITTED" Sign
- 12" Inv = 476.00
- R=20'
- Cap end of pipe 12" Inv = 477.00
- 5' Wide bit. Conc sidewalk
- railroad spike found not held
- N06-0713"W
- 61.80'
- 10' min.
- R=89'
- 22' W
- Work
- 480
- 481
- 22' Pavement
- etc
- 12" CMP pipe to connect to existing catch basin
- 20' length of 12" perforated CMP (See detail)
- Existing Parking Lot (Compacted Reclaimed Asphalt Pavement)
- n pipe found held for line
- S83°52'47"W 171.90'
- 480
- 481
- 482
- 481
- 482

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## Relocate “No Sanding Or Salting” Signs